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CHALICE BRIEFING

This paper sets forth information regarding a TOP SECRET activity known as CHALICE. Since its inception, in December 1954, the mission of this program has been considered one of the country's most closely guarded secrets. Accordingly, maximum security has prevailed requiring the highest standard of clearance. A strict "need to know" policy is in force and neither rank, position nor prior clearance is acceptable as an automatic entry to CHALICE information. The activity is a joint Central Intelligence Agency/United States Air Force effort under the direction of CIA and the command center is at CHALICE Project Headquarters, located within the Agency.

CHALICE involves the overflight of the Soviet Union and Satellites by use of a manned aircraft known as the U-2 for the purpose of collecting photographic and electronic intelligence. This vehicle is a single engine jet which has the capability of maintaining stable flight for periods up to ten hours at an altitude [redacted] 25X1D

25X1D [redacted] The design of this aircraft is credited to the Lockheed Aircraft Corporation who also flight-tested the first production model within seven months of the date contracts were negotiated. During the initial production stages of the U-2, other contracts were negotiated to complete the Reconnaissance System which is carried aboard the craft. This included the power plant, cameras, electronic components, optical system and tracking cameras, film manufacture and processing, sextant, auto-pilot and partial pressure flying suit.

Logistical support to all CHALICE operations, foreign and domestic, is handled by the United States Air Force through the direction of a Special Projects Office established within Headquarters, USAF. Due to the high Presidential priority given to Project CHALICE, all vital support materials are moved expeditiously and in many instances require a special airlift. It must be assumed, however, that requests for support may be levied upon other components of the Armed Forces when deemed necessary.

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A testing and training site was established for CHALICE [redacted] 25X1A [redacted] This was a restricted area with access limited to pre-selected air corridors only. All land routes were controlled by Federal Security guards and their use restricted to supply lines only. In order to transport personnel and airlift supplies [redacted] a daily shuttle was established through the cooperation of MATS, and a terminal was established at Burbank, California, Airport complete with C-54 cargo passenger aircraft and service crews. All personnel boarding the shuttle were checked by a Security Officer assigned to operate the terminal. Passengers were also checked against a master clearance list on their arrival

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25X1A [redacted]

Overseas operational facilities have been located in Germany, Turkey and Japan. The first of these bases has presently been reduced to a stand-by staging area from which future short term operations will operate. Personnel assigned to these areas originally assembled as a complete detachment [redacted] and were transported as a unit complete with operational equipment to their respective overseas stations.

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25X1A [redacted]

In order to expose the operational aircraft (U-2) to the general public in the United States and foreign areas, it was necessary to devise a cover which could legitimately be explained when subjected to question. The National Advisory Committee for Aeronautics agreed to sponsor the various detachments in the conduct of Upper Atmosphere Research Studies. Since NACA does not have overseas facilities at their disposal, the Air Weather Service/USAF was asked to serve as executive agent supplying base accommodations, personnel and related support. All detachments were thus officially designated as Weather Reconnaissance Squadrons, Provisional, with their original point of establishment being [redacted] 25X1A

25X1A [redacted] To assist in protecting information related to the U-2, its announced capability was stated to be 55,000 feet with a range of approximately 2,000 miles. Actual Weather Reconnaissance is being conducted at all altitudes and data collected is being prepared into unclassified scientific bulletins for public release. Data collected at altitudes in excess of 55,000 feet is currently restricted under TOP SECRET control and is not included in the scientific bulletins being prepared. In this manner, the cover mechanism utilized actually produces a product that can be legitimately defended if necessary.

Security responsibility for Project CHALICE rests with CIA. However, certain responsibilities involving clearance procedures, briefings, debriefings, control of CHALICE materials, et cetera, are delegated to CHALICE Security Officers within specific commands, organizations, and units.

Access to CHALICE information is determined by Phases. These are Phase I - Industrial development and manufacturing; Phase II involves bringing product and suppliers together; Phase III is a full clearance, including sponsor, mission and capabilities; Phase IV concerns use of the finished product, including distribution to the Intelligence community and is governed by a separate security system; and Phase V deals with secondary application of technical achievements to other military and civilian programs.

There are four principle facts which personnel affiliated with CHALICE are obliged to protect. They are:

(1) That the United States is engaged in a major overflight effort

(2) That CIA is sponsoring or affiliated with such a program

(3) That the U-2 has the capability of ten hours sustained flight at altitudes [redacted] and

25X1D

(4) That the Weather Reconnaissance Squadrons, Provisional, have a covert intelligence reconnaissance mission.

Security is the responsiblity of everyone. Any act or incident which tends to embarrass the CHALICE program, its members, cover organizations, the Agency or the United States will result in severe disciplinary action. The success of the CHALICE program is dependent upon your complete support of security requirements.